ല്യൂഷ്യൻ പാസാക്കി; എന്നിട്ടും സാദ്ധ്യപ്പെട്ടന്നില്ല. ഉദ്യോഗസ്ഥന്മാരും അനുദ്യോഗസ്ഥന്മാരും തമ്മിൽ ചേർന്നിട്ട് അനുദ്യോഗസ്ഥന്മാർ ചീത്തയാകുന്നു. അതുകൊണ്ട് ഈ നാണൊഫീഷ്യൽ എന്ന വാക്കു് വളരെ കരുതി തന്നെ വച്ചിട്ടുള്ളതാണു്. ഇങ്ങിനെയൊരു കമ്മിറ്റി വേണമെന്നു പറഞ്ഞതിൽ അതു അത്ഭുതപ്പെടുവാനൊന്നുമില്ല. ആകാശം ഇടിഞ്ഞു വീഴുകയുമില്ല. ഏതായാലും, ഞങ്ങൾക്കു് ഇങ്ങിനെതന്നെയിരിക്കുവാൻ ഭാവമുണ്ടെങ്കിൽ ഇതുപോലെ ഒരു റസല്യൂഷൻ എപ്പോഴെങ്കിലും ഇവിടെ കൊണ്ടുവന്നു് പാസാക്കുവാനുള്ള ഭാവവും ഉണ്ടാകും. ഈ കാര്യത്തിൽ ഞങ്ങൾക്കു് അത്രവലിയ സങ്കടമുണ്ടു്. നാട്ടുകാരിൽനിന്നും നാകുതി പിരിച്ചു കൊണ്ടുവന്നു് ഉദ്യോഗസ്ഥന്മാർ പങ്കിട്ടെടുക്കുമ്പോൾ, അതു വേണ്ടപോലെ ചിലവിടുന്നുണ്ടോ എന്നും ഉദ്യോഗസ്ഥന്മാർ യോഗ്യന്മാരാണോ എന്നും അറിയുവാൻ വേണ്ടിയൊരു കമ്മറ്റിയെ വെക്കണമെന്നു് പറയുവാൻ നാട്ടുകാർക്കധികാരമില്ലെ! (ഹീയർ, ഹീയർ). ഇതിലത്ര അത്ഭുതപ്പെടുവാനെന്താണുള്ളതു്? ഗവൺമെൻറ് ഇതു സമ്മതിക്കാത്തപക്ഷം അതു് ഗവൺമെൻറിനെക്കൊണ്ടു സമ്മതിപ്പിയ്ക്കും; അതിനുള്ള കാലം അടുത്തുകഴിഞ്ഞു. (ഹീയർ, ഹീയർ). ഈ വക രണ്ടോ മൂന്നോ ആളുകൾ പറയുന്നതൊന്നും കേട്ട് ഗവൺമെൻറ് ഭ്രമിക്കണ്ട. ഞങ്ങൾക്കു് ആവക ഭയമൊക്കെ തീർന്നുകഴിഞ്ഞു. ഞങ്ങൾ വളരെ സങ്കടത്തോടുകൂടിയാണു് ഇതു് ഗവൺമെൻറിനെ ധരിപ്പിക്കുന്നതു്. പേഴ്സനൽ ആയിട്ടു ഞങ്ങൾക്കാരോടും വിരോധമില്ല. ഇതു നാട്ടിൻപുറങ്ങളിലുള്ള കർഷകന്മാരുടെ സങ്കട പരിഹാരത്തിനു വേണ്ടിയുള്ളതാണു്. അവർക്കു വേണ്ടിയാണു് ഈ റിട്രെഞ്ച്മെൻറ് വേണമെന്നു പറയുന്നതു്. ഇങ്ങിനെയുള്ള ഒരു കാര്യത്തിൽ സപ്പോർട്ടു ചെയ്യാതിരിക്കുന്നതു് വളരെ മോശമാണു്. എനിക്കു പറയുവാനുള്ളതെല്ലാം ഞാൻ ഗവൺമെൻറിനെ ധരിപ്പിച്ചുകഴിഞ്ഞു. ഇനിയെങ്കിലും ഗവൺമെൻറിന്റെ മനസ്ഥിതിക്കു് ഒരു മാറ്റംവരുമോ എന്നു നോക്കുവാനായിട്ടു് തൽക്കാലം ഞാൻ ഇതിനെ പ്രസ്സുചെയ്യുവാൻ വിചാരിക്കുന്നില്ല. കുറച്ചു ദിവസം കഴിയുമ്പോൾ പിന്നെയും അവസരം കിട്ടുമല്ലൊ. അപ്പോൾ വീണ്ടും കൊണ്ടുവരുകൊള്ളാമെന്നുള്ള വിചാരത്തോടുകൂടി ഞാൻ ഇതിനെ പിൻവലിക്കുവാൻ അനുവാദം ചോദിച്ചുകൊള്ളുന്നു.

Resolution was, with leave, withdrawn.

6. Construction of Farm Roads.

Mr. A. Eachara Menon.—Sir, the resolution standing in my name runs thus:—

"That this Council recommends to the Government to take in hand the construction of farm roads (roads leading to estates) as a first step to reduce the farmers' economic load".

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If anybody has been hit hard it is the agriculturist by the economic depression. Let us consider his position. The almost arcadian self-sufficiency of older days has fallen down. The productive capacity of the soil has been lowered. There had been no seasonal rains and there is no supplementary income from domestic handicrafts. All these have brought the peasant to destitution. The price of paddy has fallen down by 75 per cent. If the paddy is at a place difficult of approach by carts its price will be further reduced by 8 per cent. The royal commission of agriculture has succinctly enumerated all these. The countries where popular voice prevailed have made these roads, which the Americans called 'dirt roads' into metalled roads. I do not request the Government for metal roads but only roads for country carts to pass. When I called the attention of this Council to a road in Chittur which was in a very deplorable condition the Registrar of Panchayats said that that road was in a good condition, during the summer months. Thereby he meant that those roads were devoid of muddy ruts in the summer months which made it possible for the wheels of the carts to roll along. When does the Agriculturists require the roads. Always and especially in times when they have to cart manure to and the produce from, the fields. This unfortunately has to be done during the monsoon months. Therefore in giving that reply he was false to this dharma and unworthy of his profession since he did not care to study the evils to which those who were the track were put to and suggest suitable remedies. In England and America Government repairs these country roads very readily because there the agriculturists are capitalists. Here the poor agriculturists can do nothing but implore the Government to give them good roads. I on behalf of them ask the Government to consider the case of these roads as early as possible.

Mr. Joseph Pettah.—I have very great pleasure in supporting this resolution because in substance it relates to rural communications. The mover of the resolution very properly referred to roads leading to estates and farm yards, and from agricultural roads to main roads. There is a very much urgent need for many more roads of this character. The Government would please remember that there is such a thing as a proper distribution of funds in the various directions of expenditure. Very often they may be done according to their likes. But we may also be allowed to make suggestions in the proper distribution of money in the various directions of expenditure. We are spending every year large amounts of money on the main roads. Well, it is necessary that the main roads should be in a good condition. But if only there are feeder roads leading to them, they would be useful. The main purpose of this motion

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would not be served if there are no roads from the agricultural tracts to main roads. As the mover has very pertinently remarked, the chief cause of the present agricultural depression is the fall in the price of agricultural produce. This fall is purely, though at least to some extent it depends upon extraneous circumstances and conditions prevailing in foreign countries due to a fall in the prices of articles. This has been very strongly emphasised by the Royal Commission of Agriculture that sat in India. When they dealt with marketting they had very much to say by way of improving rural communications and that it is necessary everybody can understand and much explanation is unnecessary. I have had personal experience of the difficulties experienced by farmers both in taking manure and such other agricultural requisites to their fields and also in taking the agricultural products to the nearest market. Even for the passing of cattle we do not have proper roads. The cattles have to pass through mud knee deep and they naturally contract epidemic diseases. Very often it is a question of trespassing through another's property. In the dry months it is all easy. But when the crops do stand the inconvenience is rather very great and they will have therefore to take circuitous route. For instance in Kizhakkummuri to take the agricultural produce of that village is extremely difficult. I have seen during the harvest people carrying hundreds of head loads from their fields to the nearest market. It is rather a very expensive process. They have to waste one day's labour and it is exceptionally costly. There is no convenience for marketting the agricultural produce. If there are good roads they will be able to get a proper price. Everything depends upon the facilities given to the agriculturists. Even if a smaller amount is spent on our main roads perhaps there may not be much of evil, if by that we could spend more on rural communications. So unless a sort of distribution between the main roads and rural communications is made the evil will not be got over. Therefore I submit to the kind attention of the Government that more may be spent, that is relatively more than what they are spending now, on rural communications and less on the main trunk roads. The main roads are useful I admit, but without the feeder roads they are useless. If funds could be found from that source it is well and good. Even the argument of want of funds cannot be pleaded in regard to this particular expenditure because this is a remedy for that. This will in a way relieve to some extent acuteness of the severe agricultural depression that is prevailing now. So when we are pressing for certain measures which would relieve to some extent the acuteness prevailing, I hope the Government would not come forward with the old argument of want of funds. This is

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one method of creating more funds for this Government. Only if the people are prosperous, the Government could be prosperous. If people are impoverished, naturally the Government will find difficulty always for funds. It is in the interests of the Government, it is in the interests of the public that a larger amount should be spent on rural communications. For these reasons I whole heartedly support the resolution before the House.

Mr. P. V. Raphael.—Sir, The Government are in full sympathy with the spirit underlying this resolution and they have always realised that in the interests of the farmers more and more road communication has to be given. If we examine the mileage of roads in the State we will find that we have got over 600 miles of Panchayat roads and 500 miles of P. W. D. roads giving a total of about 1,200 miles of road. Cochin has got a habitable area of about 800 square miles and for this area 1,200 miles of road cannot be considered as poor. For the matter of that I may submit to this House that nowhere in India we will perhaps find such a large mileage of roads as we have in Cochin (hear, hear). And this 600 miles of Panchayat roads or a great majority of them are rural roads intended chiefly for the benefit of the farmers. Most of these roads do end in some farm or other. The cry for more of such roads is, however, still persistent. Government are aware of that and we are trying to meet the demands of the villagers more and more as years pass by. In the course of the last three years we have opened about 120 miles of road by the Panchayats. We are conscious that the existing roads must be improved more and more and more mileage of roads have still to be opened and this will be done according to the availability of funds. This is what the Government are doing and this has always been kept prominently in view by both the P. W. D. and the Panchayats. The P. W. D. has just now undertaken very many important roads and bridges to improve the condition of the farmers. Just to quote a few examples, the Chelakkara-Elanad road, the Chittanda road, etc., have been undertaken by the D. P. W. mainly for the benefit of the farmers. What I, therefore, beg to submit to the Hon'ble House is that we are always aware of the imperative necessity of opening more and more mileage of roads and also of improving the existing roads in the interests of our farmers. This is all the more required at this juncture when the priceof the agricultural produce has fallen down considerably.

I have only to submit one work with regard to that particular road mentioned by the Hon'ble Mover of the resolution. Of course it is a road which is a necessary one and it is a road leading to the famous Kalams of Angarath, Chondath, Ambat and others. These big Jenmies have been approached

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by the Panchayat for surrendering necessary lands free. If these jenmies would help us by giving us some land free for this important road which will benefit them principally, we will be very enthusiastic to take up those works also. Even as it is that road is passable insummer, but it is not a poramboke road. It requires conversion into a poramboke one. If the Hon'ble Mover would help us in that direction, we will only be too glad to take up this work. I once more beg to submit that we accept the spirit of the resolution and we always keep in view that more and more roads have to be opened in the interests of the people.

Mr. A. Eachara Menon.—In the light of the assurance given by the Government, I do not press the resolution.

Resolution was, with leave, withdrawn.

7. Defaulting Prized Subscribers of Kuries.

Mr. K. Mahomed Seethi.—*This Council recommends to the Government that a proclamation may be issued to the effect that starters of kuries can sue defaulting prized subscribers only for the defaulted amounts with power to convert the suit into one for the whole of the future instalments in case the defaulted amount and costs are not deposited in court before evidence is entered.*

Sir, this resolution recommends to the Government that a slight modification in the Proclamation issued with regard to the kuries might be attempted in the interests of the suffering kuri subscribers and also in the interests of the kuri starters. The Government will be pleased to know that the minority report of the Kuri Committee appointed by them embodied an identical recommendation. The minority report was to the effect that the majority report allowing the filing of a suit for all the future instalments together with liberty to the subscriber to pay the defaulted amount with costs of the entire suit should be modified on the lines of this resolution. A kuri having a very large capital will require heavy court fees for filing suits and big amounts will have to be found by the starter himself for filing the suit and the subscriber will have to pay the same if he is to get any relief. Suppose the defaulted amount is only Rs. 200 and the capital of the kuri Rs. 5 or 6 thousand. The suit will be filed by the starter for the five or six thousand and the subscriber will have to find not only the 200 rupees defaulted but also the entire court fee for five or six thousand. If the amounts are not deposited before the evidence is entered the suit will be decreed. It will be well-nigh impossible for the subscriber to find such big amount. So by the kuri proclamation there is practically no relief for the subscriber. The resolution is to the effect that a Proclamation might be issued to make it possible for the starter to sue and the subscriber to pay up the defaulted amounts and court fee

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